

Amendments to the Claims:

This listing of the claims will replace all prior versions, and listings of claims in the application:

1-18. (Cancelled)

19. (Currently amended) A traction assembly that drives a wheel of a vehicle,

comprising: An

an electromotor that directly drives the wheel of the vehicle, said electromotor positioned outside of the wheel, said electrometer having comprising a housing; provided with:

a stator connected to the housing and comprising at least two groups of physically separated windings;

a rotor, coaxially and rotatably mounted within the stator and comprising permanent magnets, wherein the rotor is stationary with respect to an axis of rotation of the rotor during operation of the electromotor;

~~control means for controlling the~~ a controller that controls electric current in the windings; ~~measuring means for measuring the current and the phase thereof through the windings and the~~ at least one measurement tool that measures an angular position of the rotor with respect to the stator;

operating means, connected to the ~~control means and the measuring means~~ controller and the at least one measurement tool, for operating the electromotor, and

data communication means, connected to the operating means, for communicating data to outside the housing;

wherein the vehicle is self-propelled by the traction assembly.

20. (Currently amended) The traction assembly electromotor according to claim 19, wherein the at least one measurement tool comprises ~~measuring means comprise~~ at least two means for measuring a magnetic field, arranged between two permanent magnets.

21. (Currently amended) The traction assembly electromotor according to claim 19 or 20, wherein both axial ends of the rotor comprise attachment means, in particular for a driving shaft.

22. (Currently amended) The traction assembly electromotor according to claim 21, wherein one of the attachment means comprises a bush in which a shaft end can be operationally connected to the rotor.

23. (Currently amended) The traction assembly electromotor according to any one of the preceding claims 19-22, wherein the operating means have a so-called master and slave setting, wherein the operating means can be converted from a so-called master into slave setting, and vice versa, influenced by either the demand for power, the speed of rotation of the rotor or via the data communication means.

24. (Currently amended) The traction assembly Electromotor according to any one of the preceding claims 21-22, wherein the other attachment end is provided with a homokinete.

25. (Currently amended) The traction assembly according to claim 23, further comprising
~~Assembly of~~ at least two electromotors ~~according to claim 23~~, wherein one electromotor
is set as so-called master and the other one or ones as so-called slave, and wherein the
data communication means are connected one to the other or others to each exchange
data with each other.

26.-28. (Cancelled)

29. (Currently amended) The traction assembly ~~electromotor~~ according to claim 19
wherein the rotor is enclosed completely within the housing.

30. (New) A method for driving a wheel of a vehicle, comprising:

directly driving the wheel of the vehicle with an electromotor positioned outside
of the wheel, said electrometer having a housing;

providing a stator connected to the housing and comprising at least two groups of
physically separated windings;

providing a rotor, coaxially and rotatably mounted within the stator and
comprising permanent magnets, wherein the rotor is stationary with respect to an axis of
rotation of the rotor during operation of the electromotor;

controlling electric current in the windings;

measuring an angular position of the rotor with respect to the stator;

operating the electromotor in accordance with the controlled electric current and
the measured angular position, and

communicating data to outside the housing;

wherein the vehicle is self-propelled by the electromotor.